

British Railways

SOUTHERN REGION

Signal Instruction
No. 2 S.W.D.

SOUTH WESTERN DIVISION

Instructions to all concerned as to

PERMANENT WAY AND SIGNALLING ALTERATIONS AT GUILDFORD YARD AND GUILDFORD SOUTH ON SUNDAY, 28th MARCH, 1965

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 00 20 on Sunday, 28th March, 1965, various permanent way and signalling alterations will be carried out at Guildford Yard and Guildford South, as described below and shown on the enclosed diagram.

Certain lines will be renamed and a number of points will be clipped and padlocked as shown on the enclosed diagram.

JUNCTION INDICATORS

Junction indicators will be provided or altered to work in conjunction with certain signals as shown on the enclosed diagram and will apply as indicated in Rule 35, clause (e).

ROUTE INDICATOR

The existing route indicator working in conjunction with Guildford South Up Main Home signal (WY.3) will be altered in application. (See enclosed diagram.)

SIGNALLING DURING FOG AND FALLING SNOW

A Fogsignalman will NOT be provided at the new colour light signal (WY.25) referred to in this Signal Instruction.

SUBSIDIARY SIGNALS

The subsidiary signal (WX.15) 232 yards Wanborough side of Guildford Yard signal box, controlling movements from Up Alton line to Up Sidings and the subsidiary signal (WX.20) 234 yards Woking side of Guildford Yard signal box, controlling movements from Down Main line to Up Sidings, will both be replaced by "position light" type and will apply as hitherto.

GUILDFORD YARD

The diamond crossing between the Up Alton line and the Up Main line, approximately 37 yards the station side of Guildford Yard signal box, together with a portion of the Up Alton line will be abolished and No. 5 Platform line will be slewed into the Up Main line.

In future all Up Alton line trains will proceed over the Reversible line between No. 39 points, situated 59 yards Wanborough side of Guildford Yard signal box, and No. 49 or 53 points, situated 59 yards and 100 yards respectively, as appropriate, station side of Guildford Yard signal box. All trains from No. 6/7 Platform line (Reversible) to the Up Main line will proceed via the Reversible line and the ladder connection.

The existing shunting signal (WX.17 PUSH), 59 yards Wanborough side of signal box, controlling movements from the Up Alton line (a portion of which will, as mentioned in first paragraph, be abolished) to the Up Main line or Up Goods line, will be removed.

SIGNALLING RECORD SOCIETY

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GUILDFORD SOUTH

The trailing crossover between Up Main line (formerly Up Alton line) and Down Main line, 89 yards Guildford Yard side of signal box, together with the sand drag in Up Main line (formerly Up Alton line) (facing for movements from Guildford Yard direction) will be abolished. The Up line will be slewed into the Up Main line (formerly Up Alton line).

New facing points will be provided in Up Main line (formerly Up Alton line), leading to No. 6/7 Platform line (Reversible) (formerly Up Main line), 43 yards Guildford Yard side of signal box.

New trap points will be provided in No. 6/7 Platform line (Reversible), (formerly Up Main line), (facing for movements from Guildford Yard direction), 110 yards Guildford Yard side of signal box.

A portion of line between Up Main line and facing points, 63 yards Guildford Yard side of signal box, leading to No. 8 Platform line (formerly Down Alton line), will be abolished.

The existing three-aspect "from Down Alton starting" colour light signal (WY.25) will in future exhibit only a red aspect (yellow and green aspects will be obliterated and signal number plate removed).

The existing three-aspect "Up Alton Home (Platform starting)" colour light signal (WY.39) will in future exhibit only a red aspect (yellow and green aspects will be obliterated and signal number plate removed).

The existing shunting signal (WY.35), 112 yards Guildford Yard side of signal box, controlling movements from former Up Main line (now No. 6/7 Platform line) (Reversible) to Down Main line, will be removed.

The elevated shunting signal (WY.34) 185 yards Guildford Yard side of signal box, controlling movements from No. 8 Platform line (formerly Down Alton line) to Down Main line or to Middle Siding, will in future only apply to movements from No. 8 Platform line (formerly Down Alton line) to Middle Siding.

A new four-aspect "No. 6 Platform Down Home (Platform starting)" colour light signal (WY.25) will be provided, but will operate as a three-aspect colour light signal, the top (yellow) aspect being obliterated. This new colour light signal will be fitted with small side lights repeating the aspects exhibited by the signal to assist Drivers of trains drawn up close to the signal.

Back lights will not be provided in this new colour light signal.

The height of the centre of the red aspect will be 12 feet above rail level.

When signal WY.25 exhibits a yellow aspect it indicates the Down Main line is clear as far as St. Catherine's Intermediate Down Home semaphore signal.

When signal WY.25 exhibits a green aspect it indicates the Down Main line is clear as far as Shalford Junction Down Main Home semaphore signal.

**APPLICATIONS OF CERTAIN RUNNING SIGNALS
ASSOCIATED WITH JUNCTION OR ROUTE INDICATORS
AND OF CERTAIN SUBSIDIARY SIGNALS**

GUILDFORD YARD

Signal No.	Type R = Running S = Subsidiary	Indication	Application
5	R		From Down Main to No. 2 Platform (Down Cobham).
	R	Nil	From Down Main to No. 4 Platform (Down Main).
	R		NOT IN USE.
	R		From Down Main to No. 8 Platform.
7	R		From Up Alton to No. 4 Platform (Down Main).
	R		From Up Alton to No. 6/7 Platform (Reversible).
	R	Nil	From Up Alton to No. 8 Platform.
11	S	Nil	Shunting from Up Goods to Down Sidings Nos. 1 and 2, or No. 1 Platform, or along Down Goods, or along Up Goods, or to Up Cobham (WY.77) via Down Main, or No. 4 Platform (Down Main), or No. 6/7 Platform (Reversible), or No. 8 Platform.
15	S	Nil	From Up Alton to Up Sidings.
17 PULL	S	Nil	Shunting from Up Main to Up Cobham (WY.77), or No. 4 Platform (Down Main), or No. 6/7 Platform (Reversible), or No. 8 Platform.
20	S	Nil	From Down Main to Up Sidings.
55	S	Nil	Shunting from Down Alton to No. 4 Platform (Down Main), or No. 6/7 Platform (Reversible), or No. 8 Platform, or Up Sidings.
72	S	Nil	Shunting from No. 4 Platform (Down Main) to Down Alton, or Up Main, or Middle Siding No. 2.
76	S	Nil	Shunting from No. 5 Platform (Up Main) to Down Alton or Up Goods.
82	R	Nil	From No. 5 Platform (Up Main) to Up Main.
	R		From No. 5 Platform (Up Main) to Down Alton.
84	R	Letter C	From Up Goods to No. 2 Platform (Down Cobham).
	R	Letter M	From Up Goods to No. 4 Platform (Down Main).
	R	Letter R	From Up Goods to No. 6/7 Platform (Reversible).
90	S	Nil	Shunting from No. 6/7 Platform (Reversible) to Down Alton, or Up Main, or Down Goods.

GUILDFORD YARD—continued.

Signal No.	Type R = Running S = Subsidiary	Indication	Application
91	S	Nil	Shunting from No. 8 Platform to Down Alton, or Up Main, or Down Goods.
95	R	Nil	From No. 6/7 Platform (Reversible) to Down Alton.
	R		From No. 6/7 Platform (Reversible) to Up Main.
99	R	Nil	From No. 8 Platform to Down Alton.
	R		From No. 8 Platform to Up Main.

GUILDFORD SOUTH

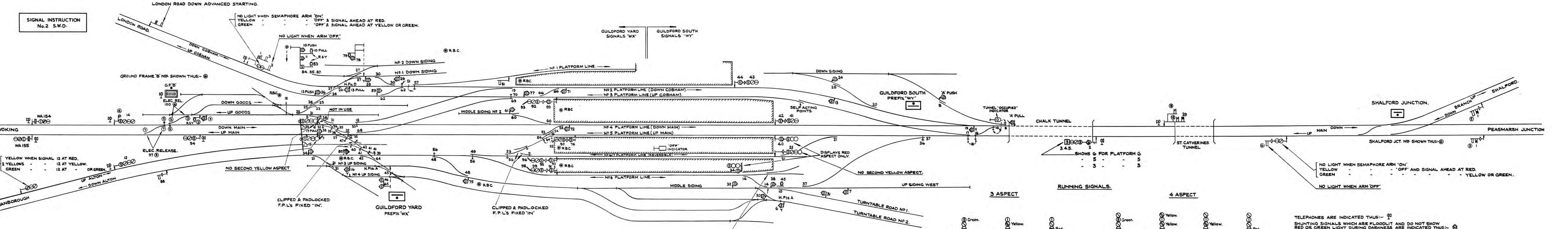
Signal No.	Type R = Running S = Subsidiary	Indication	Application
A PULL	S	Nil	Shunting from Down Main to Middle Siding, or No. 6/7 Platform (Reversible), or No. 5 Platform (Up Main), or Down Siding via B points, or back along Down line.
3/4/5	R	Figure 6	From Up Main to No. 6/7 Platform (Reversible).
	R	Figure 5	From Up Main to No. 5 Platform (Up Main).
	R	Figure 3	From Up Main to No. 3 Platform (Up Cobham).
7	S	Nil	Shunting from Up Siding West to shunt signal at No. 14 points (WY.30).
11	S	Nil	Shunting from Down Main to No. 4 Platform (Down Main), or Down Siding via No. 20 points, or back along Down Cobham line.
25	R	Nil	From No. 6/7 Platform (Reversible) to Down Main.
30	S	Nil	Shunting along Middle Siding.
31	S	Nil	Shunting from Turntable Road No. 1 to shunt signal at No. 14 points (WY.30).
34	S	Nil	Shunting from No. 8 Platform to Middle Siding.
40	S	Nil	Shunting from No. 5 Platform (Up Main) to Down Main.

Wimbledon,
10th March, 1965.

F. P. B. TAYLOR,
Line Manager.

(ELEC/R/SA 314/3)

SIGNAL INSTRUCTION
No.2 S.W.D.



YELLOW WHEN SIGNAL 12 AT RED.
2 YELLOWS - - - 12 AT YELLOW.
GREEN - - - 12 AT - - - OR GREEN.

NO SECOND YELLOW ASPECT

NO SECOND YELLOW ASPECT.

NO LIGHT WHEN SEMAPHORE ARM 'ON'
YELLOW - - - 'OFF' AND SIGNAL AHEAD AT RED.
GREEN - - - 'OFF' AND SIGNAL AHEAD AT YELLOW OR GREEN.

- 3 ASPECT**
- Green.
 - Yellow.
 - Red.
- ALL RIGHT-PROCEED** **CAUTION** **DANGER-STOP**
- Be prepared to find next signal at **DANGER**.

POSITION LIGHT SIGNALS ASSOCIATED WITH RUNNING SIGNALS.

- NORMAL INDICATION NO LIGHTS**
- WHITE LIGHTS. PROCEED AS FAR AS THE LINE IS CLEAR OR TO THE NEXT SIGNAL ONLY.**

TELEPHONES ARE INDICATED THUS:-

SHUNTING SIGNALS WHICH ARE FLOODLIT AND DO NOT SHOW RED OR GREEN LIGHT DURING DARKNESS ARE INDICATED THUS:-

YELLOW ARM SHUNTING SIGNALS ARE INDICATED THUS:-

AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS WA AND ARE IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND AND ARE INDICATED THUS:-

SIGNAL BOXES ARE INDICATED THUS:-

COVERED GROUND FRAMES ARE INDICATED THUS:-